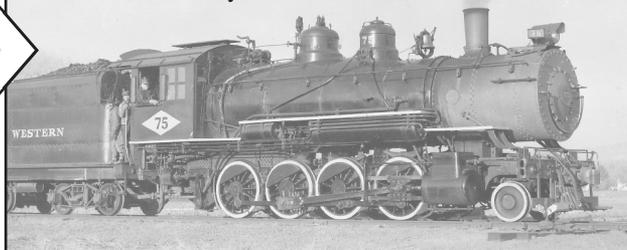




RAIL REPORT

February 2013 • No. 631



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

History of the Ski Train

Presented by Steve Patterson

February 12th, 2013 • 7:30 PM

This presentation starts with the history of the Ski Train. Steve strives to bring human interest into the story, talking about those most responsible for the Ski Train lasting as long as it did and why it was discontinued.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRC 2013 Calendar

March 12th	Meeting and Program, "Trolleys and Denver" presented by Bruce Vincent.
April 9th	Meeting and Program, "Farewell to the Apache Railroad" presented by Chip Sherman.
April 20th	Excursion, Inaugural trip on the RTD West Corridor rail line.
May 11th	Saturday Movie, Ticket to Tomahawk with popcorn in Barnes Hall.
June 11th	Meeting and Program, "Denver's Union Station" presented by Jim Havey.
June	Tour of Como, Colorado, and the King Mine.
October 12th	Annual Banquet Luncheon at the Denver Chop House.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.

History of the Ski Train



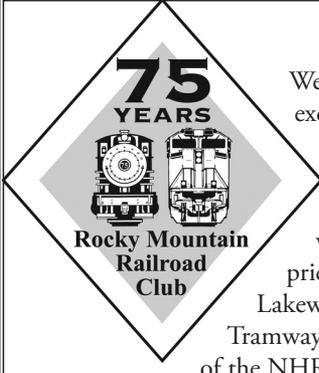
The Ski Train in Arvada, Colorado. – Photo © Steve Patterson.



The Ski Train in Arvada, Colorado. – Photo © Steve Patterson.

75th Anniversary Masthead Photo Notes

To celebrate the 75th Anniversary of the Rocky Mountain Railroad Club, we will be featuring railroad equipment numbered 75 or with 75 in the number. This month features Neil Miller's photo of Great Western 75 from the Tom Klinger Collection.



**75
YEARS**
**Rocky Mountain
Railroad
Club**

75th Anniversary Events

We'll soon have more details for you about our planned excursion of the new RTD West Corridor line. This morning trip will be Saturday, April 20th, and we'll start at the west end at the Jefferson County Municipal offices (the "Taj Mahal"). Tickets will be required but at this time we do not have prices. This is a joint event sponsored by the City of Lakewood, the Colorado Railroad Museum, The Denver Tramway Heritage Society and the Intermountain Chapter of the NHRS. Watch for an insert next month.

Notes From The President

By Dave Goss

Club members were treated to a spectacular video by Dave Gross on Santa Fe Warbonnets operating over Raton Pass in the 1990s at the January meeting. Dave spent more than five years gathering images that were subsequently made into a video available from Machines of Iron. We thank Dave for his program

and video graphic skills. At the February meeting, we are going to enjoy Steve Patterson's photography as he covers the Ski Train.

Please do not hesitate to contact me at dave@dcgoss.com or call me at 303-693-9933.

75th Anniversary Year Commemorative Membership Cards

Mailing Changes – Watch For The Special Mailing With Your Card

This is the 75th anniversary year of the RMRRC. In commemoration of this event, this year's membership cards will be made of a 30 mil plastic and resemble a credit card. The board selected a printing company to perform this task. *This is a change from prior announcements.*

The membership cards should be mailed to you around the second week in March. Look for a standard number 10 business envelope.

Please note that it will not be possible to replace any commemorative cards lost or discarded by accident.

The printer will also insert the cards in a tri-fold tip on membership letter and stuff and address the mailing envelopes. The membership cards for the last three years have been enclosed with the March edition of the Rail Report. *This year the membership cards will be sent as a separate mailing.*

Members whose renewals were not received by the January 31st renewal grace period deadline will receive either a hand completed plastic card or the card stock business card type cards we have used for the last few years.



Rio Grande Southern No. 20 on March 8, 2005. – Photo © 2005 Bruce Nall.

Rio Grande Southern Locomotive No. 20 Restoration

As you know, the Club purchased Rio Grande Southern locomotive No. 20 in 1952. This engine starred in the movie “Ticket to Tomahawk” (which will be shown at a special Club meeting on Saturday, May 11th at the church) and was eventually moved to the Colorado Railroad Museum where Club volunteers helped restore and maintain it. We donated No. 20 to the Museum which is now in the process of restoring this historic locomotive to operating service. However, it is a costly task.

The Museum has raised over \$900,000 but the total cost is expected to be closer to \$1.4 million dollars. Therefore, the Board of Directors of the Foundation has decided to offer the members a

challenge. The board will match dollar for dollar up to \$10,000 any donations made by our membership in 2013. All donations are tax deductible and will allow the Museum to continue this important project. Furthermore, the Museum itself is offering a number of incentives for various levels of donation as was described in the January Rail Report.

Please use the insert in this *Rail Report* to send in your donation to the Museum which will be recorded toward the matching gift. Additional brochures will be provided at each Club meeting this year. This is a meaningful opportunity to bring to life a true gem of Colorado railroad history.

In Remembrance Lester E. Nelson

Lester Nelson was a member of the club since 1979, a period of 34 years and held seniority number 147. Les gave well over a thousand volunteer hours working on Car #25 and also designed the generator trailer powering the car.



The Denver Regional Transportation District (RTD) lit the 6th Avenue Bridge on the new (testing started January 3, 2013) West Rail Line on January 23, 2013. A two car Siemens built light rail train was stopped on the bridge during the lighting ceremony. The 12.1-mile light rail transit line will run through Denver, Lakewood, and Golden, Colorado and will open to the public on April 26, 2013. This view looks east from Lakewood, Colorado, with Denver at upper left.
– Photo © 2013 by Chip.

Information For The Rail Enthusiast

By Dave Schaaf

RailAmerica Inc. has 45 regional and short lines in the United States and Canada. Genesee & Wyoming Inc. recently acquired these, and this brings GWI's railroad holdings to 108 in North America and 111 worldwide.

In England, the London Underground subway, also known as the "Tube", marks its 150th anniversary this year. Special runs with an 0-4-4 tank engine and historic cars have already begun.

BNSF Railway has taken delivery of its first Tier 4 emissions equipped locomotive from Progress Rail, and it will be put to work in southern California. Ticket prices on the Cumbres & Toltec Scenic RR are set to be slightly lower this year.

The Acoma, a restored club-lounge car from the original streamlined Santa Fe Super Chief of 1936, has made some recent trips in California.

James R. Young, Chairman of Union Pacific Corporation, has been named 2013 Railroader of the Year by railroad industry trade journal Railway Age.

Colorado State University-Pueblo will offer a new Master of Science (MSE) degree in railroad engineering in collaboration with the Transportation Technology Center Inc.

Historically low water levels on the Mississippi River could soon send more freight onto railroads instead of moving by barges.

Current Railroad Events



UP 211046 made its first trip to Colorado when noted at La Salle on January 13, 2013. The steel coil car lids are manufactured in Colorado Springs and were applied to cars at Brighton, Colorado. – Photo © 2013 by Chip.



On January 10, 2013, Amtrak and BNSF operated a high priority passenger train over the route of the Southwest Chief from Topeka, Kansas to La Junta, Colorado. The purpose of the trip was to inspect the condition of the ex-Santa Fe Mainline in southwest Kansas and Eastern Colorado. The line is mainly jointed rail which is worn out, reportedly some 1940 rail dates east of Las Animas. The future of the Chief on the line is in jeopardy so the City Leaders from many of the station stops, State Representative, BNSF and Amtrak VP's, spoke to a few from D.C., and are trying to find a solution to replace rail. It rained on the train most of the way across Kansas, a friend and I started the chase at Las Animas and followed them into La Junta. Out on the west end of town the crew ran the train around the wye so I grabbed a shot of the 156 on the Pueblo Subdivision before it made a reverse move. – Photo © 2013 Nathan Zachman.

Current Railroad Event Update



Tom Sharratt, who lives in Southwest Wisconsin, about ten miles from the farm where the narrow gauge car shown on page 11 of the January *Rail Report* was built, shares this information on the car:

It was the work of a man and wife, both true artisans, who created the car basically from the ground up (using Quincy and Torch Lake parts) about 30 years ago. The man died in June 2011. He was a sign painter with lots of heavy duty skills like wood working, welding, etc, and his wife, who survives, was talented with stained glass. As you can see from the interior, they spared no expense in obtaining authentic materials – they reportedly travelled to Europe to find some things (such as fabric) and had them specially made for this project. They had several interests, not just railroad cars, but these were their biggest projects – and it took them years of work.

One of his first projects before this car was to build several narrow gauge cabooses patterned after the D&RGW cars, which he sold to others. At one point, he owned a narrow gauge steam locomotive that he managed to get out of a Central American country (he steamed it on his farm several times before selling it to a business in Northeast Minnesota. I have heard it is now in Japan. He had several hundred feet of track, including some dual gauge track, which he also obtained from the Quincy and Torch Lake. This was his first big project (the cabooses were pretty simple in comparison).

He donated both of these cars to the Illinois Railway Museum. The IRM has no narrow gauge equipment (except some that ran in the Chicago Tunnel system) and had no use for the car. It was sold to a private party near Somerset, Colorado, and the pictures in the January 2013 *Rail Report* show it being moved there.
– Photo © Tom Sharratt.

The February 6, 1949, Midland Terminal RMRRC Trip



Club members stretch their legs and are recorded by Bob Andrews as he photographed the Midland Terminal #59 at Manitou Iron Springs.
– Photo, Tom Klinger collection.



Bob Andrews chased the train and caught the Midland Terminal #59 rounding the curve at Divide on the climb to Cripple Creek. – Photo, Tom Klinger collection.

The February 6, 1949, Midland Terminal RMRR Trip



A water stop at Bull Hill gave Bob Andrews an opportunity to “set up” for another image of the club trip. – Photo, Tom Klinger collection.



At Cripple Creek, the club’s excursion has the distinction of being the last passenger train to Cripple Creek. Scrapping would begin shortly. – Bob Andrews photo, Tom Klinger collection.

Current Railroad Events



Kansas City Southern (KCS) 4791 (Belle scheme; red, yellow and black) with KCS 4588 were on BNSF train V IRCKCM4 18a, Irondale (Commerce City), Colorado, to Kansas City, Missouri. The KCS units were moving a BNSF empty unit auto train past Avondale, Colorado, on January 19, 2013. – Photo © 2013 by Chip.

Current Railroad Events



Vestas shipped a unit wind blade train from their Windsor Plant, Windsor, Colorado. The Great Western Railway moved them to Milliken, Colorado. Union Pacific picked them up January 13, 2013, at Milliken for movement via UP's Greeley Subdivision to Vestas Plant north of Brighton, Colorado. Here the train was approaching Platteville, Colorado, in the late afternoon sun.
– Photo © 2013 by Chip.



The January 13, 2013, Vestas blade train consist was as follows: UP 3341, UP 3416, UP 2361 and UP 2287 with 26 loads, 1644 tons, 4203 feet. The blades are eventually headed to Port Terminal / Houston and then export to Brazil!
– Photo © 2013 by Chip.

Current Railroad Events



Back in April 2008 a northbound BNSF train with freshly painted green nose (BN painted out) on ex-Burlington Northern lettered BNSF. Most BN/BNSF SD60M's have retained their white painted safety nose and BN heralds. Units had been stored in places such as Northtown Yard at Minneapolis, MN. The units are back in service in 2012-2013. – Photo © 2008-2013 by Chip.



On New Years Day 2013 the BNSF H-KCKDEN “Kansas City to Denver” freight train was moving two brand new EMD SD70ACe demonstrators. The train departed La Junta, Colorado, at 12:00 PM and moved west to Pueblo where the pair of locomotives was set out in the BNSF yard. These are still tier 3 emission locomotives but have the new style EMD antenna tube on the roof. EMD is making changes to their AC inverters so this might be what they are testing at the DOT Test Center near Pueblo. – Photo © 2013 Nathan Zachman.

Current Railroad Events



A uniquely painted ElectroMotive – The Next Generation of Progress EMDX 1201, SD70ACe, painted Caterpillar yellow, silver and black, was moved by Union Pacific from Texas via North Platte, Nebraska, headed for the Transportation Technology Center (TTC) east of Pueblo, Colorado. Unit was third on UP 8152 South handling the North Platte to North Yard, Denver train M NPNY 12. The unit was crossing Sand Creek at Commerce City, Colorado, on January 13, 2013.

Electro-Motive Diesel, Inc., also referred to as “EMD”, is owned by Caterpillar through its wholly owned subsidiary Progress Rail Services Corporation. The company designs, manufactures and sells diesel-electric locomotives and diesel power engines under the Electro-Motive Diesel brand. EMD offers an extensive range of locomotive products in the rail industry.

Electro-Motive Diesel, Inc. traces its roots to the Electro-Motive Engineering Corporation, founded in 1922. In 1930, General Motors Corporation purchased the Winton Engine Co. and Winton’s primary customer of gasoline engines, Electro-Motive Corporation (a gasoline-electric car manufacturer), combining the two to form GM’s Electro-Motive Division (EMD) on January 1, 1941.

In 2005, GM sold EMD to Greenbriar Equity Group LLC and Berkshire Partners LLC, which formed Electro-Motive Diesel, Inc., to facilitate the purchase. On August 2, 2010, Progress Rail Services Corporation completed the purchase of Electro-Motive Diesel, Inc. from Greenbriar, Berkshire, et al., making Electro-Motive Diesel, Inc., a wholly owned subsidiary of Progress Rail Services Corporation. (Information courtesy Wikipedia)

– Photo © 2013 by Chip.

Colorado Railroad Museum 2013 Scheduled Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

Black on Track	February 16
Open Car Saturday	March 16
Bunny Express Train	March 30
Wild West Day	June 22
Dinosaur Express	July 20
Open Car Saturday & Antique Power Day	August 17
Day Out With Thomas	
September 14, 15, 21, 22, 28, 29	
Trick or Treat Train	October 26, 27
Open Car Saturday	November 16
Santa Claus Special	
December 7, 14, 15, 21	

Colorado Rails & Cocktails An Evening Of Colorado History

February 22, Friday, 6:00 to 8:00 PM

AMTRAK: The First 40 Years

Documentary filmmaker Richard Luckin will share the story of America's Railroad and discuss the experience of spending a year in production traveling from coast to coast on Amtrak.

2013 SCFD Free Museum Admission Days

Saturday, March 2 & May 4

Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers. Please contact the volunteer coordinator at the CRRM.

Intermountain Chapter, NRHS

2013 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

Dinner Meeting and Program at IHOP February 15, 2013

Donald Tallman, Executive Director Colorado Railroad Museum, returns in the new year to provide a laid-back State of the Museum report. This is always an interesting presentation, and our Chapter members always ask Donald interesting questions. Come on out and join in the commentary.

PLEASE NOTE: The Lone Star Steakhouse where the Intermountain Chapter, NRHS has been meeting closed at the end of January.

The February dinner meeting will be at the IHOP at 5280 Wadsworth Bypass in Arvada. It's only one block north of the Lone Star Steakhouse where their meetings were previously held. If you go to 53rd from the Lone Star Steakhouse and turn right you will be at the new IHOP location. They have the meeting room from 5:30 PM to 8:30 PM.

The room is larger than the one at Lone Star. The menu is varied from breakfast, lunch, and dinner items, available all day.

For more details, please call the chapter office at 303-298-0377.

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Club Information

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Club and Foundation Officers

President	Dave Goss
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Nathan Holmes, Andy Dell, Dan Edwards,
Mike Tinetti, Nathan Zachman, Dave Schaaf, Don Hulse.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Items for the March 2013 Rail Report should be sent by February 15th.



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